

**Sri ALUR HANUMANTHAPPA.**—Some of these tanks breached long back. In many places land acquisition problems come in the way. After knowing fully well the particulars of each tank, we will give top priority to breached tanks.

**Mr. SPEAKER.**—Question No. 247.

**Sri C. V. VENKATARAYAPPA.**—Sir, in Kannada list of Questions and Answers, the name against Question No. 247, is printed as 'P. Venkatarayappa' and in the English list, as 'P. Venkatagiriappa'. But It should be 'C. V. Venkatarayappa'.

**Mr. SPEAKER.**—Since there is some confusion about the name, I hold over the question for to-morrow.

### Incurring of loss by the Road Transport Corporation from their Bus services in the old Mysore area.

\*Q.—284. **Sri GANJI VEERAPPA** (Harihar).—

Will the Government be pleased to state :—

(a) whether it is a fact that the Road Transport Corporation is incurring loss from their bus services in old Mysore area, whereas they get profits from their services in the integrated areas of the State ;

(b) the reasons for such a situation ;

(c) whether any steps have been taken by Government in this behalf ?

A.—**Sri D. DEVARAJ URS** (Minister for Labour, Housing and Transport).—

(a) Yes.

(b) Mysore State Road Transport Corporation has to face certain teething troubles in the pockets of Hassan and Mysore, which will be overcome in the course of time, when these pockets also will yield profits as other areas.

(c) Does not arise. The Corporation is an autonomous body and it is for them to take necessary action in the matter.

**Sri GANJI VEERAPPA.**—Sir, with regard to answer (a), may I know the breakup figures regarding the total loss sustained by the Services in the old Mysore State and the profit derived in the integrated parts ?

† **Sri D. DEVARAJ URS.**—For which year ?

**Sri GANJI VEERAPPA.**—For the last two years, Sir.

**Sri D. DEVARAJ URS.**—Sir, I am giving breakup figures for the years 1960-61, 1961-62 and 1962-63 :

	1960-61	1961-62	1962-63
	Rs.	Rs.	Rs.
1. Bangalore Transport Services Division (loss)	— 4,57,000	—10,26,000	—22,93,000
2. Bangalore Division (loss)	— 3,95,000	— 3,24,000	— 3,49,000
3. Gulbarga Division (profit)	+12,23,000	+12,00,000	+12,97,000
4. Bijapur Division (profit)	+11,23,000	+11,65,000	+12,65,000
5. Belgaum Division (profit)	+28,31,000	+28,88,000	+15,72,000
6. Hubli Division (profit)	+16,63,000	+16,00,000	+16,85,000
7. Hassan Division (started in the year 1961-62) (loss)	...	— 2,59,000	— 3,53,000
8. Mysore Division (started in the year 1961-62) (profit)	...	+ 82,000	+ 1,22,000

(— sign indicates loss and + sign indicates profit).

1-30 P.M.

**Sri GANJI VEERAPPA.**—May I know whether the Corporation has tried to find out the reason why the services in some areas have incurred losses or got very little profit if any, whereas in the other areas the profits earned are very huge?

**Sri D. DEVARAJ URS.**—Sir, as far as the B.T.S. is concerned, it is an old concern. This happens to be a City service and city services have their own difficulties. Even it is the experience of many other corporations which run buses in the city that they are sustaining loss. Even in our B.T.S. on the same grounds we are sustaining losses although we have been making our best efforts to reduce losses, if not eliminate the same altogether and earn profits. Mainly in respect of B.T.S. there is a peculiar difficulty so far as our experience goes. It was started as a small concern, to begin with a small fleet of 20 to 25 vehicles. Now it has enormously increased and the fleet strength is 220 roughly. Though the city has grown large, unfortunately there is only one depot concentrated in one place. We have been thinking of locating of depots in the different places with a view to avoid what is called Dead Mileage. In respect of B.T.S. we have a Dead Mileage of 2,160 for a total mileage of 64,799 miles performed. That works out to 8½ per cent of the total

mileage. In B.T.S. each mile costs us nearly Rs. 1.25 roughly. Every-day we incur losses to the extent of 'dead' mileage done. Efforts are made, now to see that depots are spread out in every part of the City.

Secondly, in a City like Bangalore, since it is a fast developing city we have lots of extensions. We do not have full load of passengers for all the buses. There is what is called peak hour and what is called slack hour. During peak hour, we get passengers....

**Sri C. J. MUCKANNAPPA.**—Will the Chair give us another opportunity to discuss this subject?

**Mr. SPEAKER.**—The Hon'ble Member Sri Ganji Veerappa put the question and I permitted the Minister to furnish the answer.

**Sri D. DEVARAJ URS.**—That is so far as the B.T.S. is concerned. With regard to the other three divisions, namely, Bangalore, Mysore and Hassan, the figures given there show that Mysore Division has not sustained any loss. It is on the profit side. In Hassan Division and in Bangalore Division in the year 1961-62 there was some loss. For the year 1962-63 and for 1963-64, we are going to earn profit.

**Sri S. SIVAPPA.**—After the Minister replies to question, discussion on the subject may be allowed, Sir.

**Sri H. R. KESHA VA MURTHY.**—What is the dead mileage in Hassan District, Sir?

**Sri D. DEVARAJ URS.**—Let me complete that answer first. So far as Hassan Division is concerned, it was a new Division, where we had certain inherent difficulties. The Division has to be started all of a sudden because of the Supreme Court's decision. That question dragged on for a couple of years in courts of law and we had to start this division with all possible troubles. There was no work-shop and no garage facilities. Added to that, in Mysore area the most important factor is that we are not only having monopoly routes, we are also having what is called the non-monopoly routes where we have to compete with other private operators, whereas in the new Mysore areas, Hyderabad and Bombay areas, the entire routes are monopolised. There is no competition. In the initial stages, we have sustained loss in one or two Divisions. The House should note that even those regions also had sustained losses in the beginning.

**Mr. SPEAKER.**—Is the House satisfied with the reply?

**Hon'ble Members.**—We have got to ask supplementaries.

**ಶ್ರೀ ಸಿ. ಜಿ. ಮುಕ್ಕನ್ನಪ್ಪ.**—ನಮಗೆ ಹೇಳುವುದಕ್ಕೆ ಒಂದು ಅವಕಾಶ ಮಾಡಿಕೊಡಬೇಕು. ಅವರು ಹೇಳುವುದನ್ನು ಅವರು ಹೇಳಬಿಡಲಿ. ನಾವು ಹೇಳುವುದನ್ನು ನಾವು ಹೇಳುತ್ತೇವೆ.

If the Chair is pleased to give us an opportunity to make suggestions, we want to see that the Corporation works profitably. Let it improve. Let the Corporation earn profits.

**Mr. SPEAKER.**—The House has to choose between the two, either to allow supplementaries to this question or to give preference to the number of interpellations that are included, in the list of questions and answers.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲ ಗೌಡ.—ಖಾಸಗೀ ಬಸ್ ಸರ್ವೀಸ್ ಜೊತೆಗೆ ಸ್ಪರ್ಧೆ ಮಾಡಬೇಕಾಗಿರುವುದರಿಂದ ಸ್ವಲ್ಪ ನಷ್ಟ ಉಂಟಾಗುತ್ತದೆ ಎಂದು ಈಗ ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಹೇಳಿದರು. ಈ ನಷ್ಟ ವಾಗುವುದನ್ನು ತಪ್ಪಿಸುವುದಕ್ಕೋಸ್ಕರ ಎಲ್ಲ ಕಡೆ ಖಾಸಗೀ ಬಸ್ ಸರ್ವೀಸ್‌ಗಳನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವ ವಿಚಾರ ಸರ್ಕಾರದ ಮುಂದೆ ಇದೆಯೇ ಸ್ವಾಮಿ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಬೇಕಾದರೆ ಅದಕ್ಕೆ ಕೆಲವು ಕಂಡಿಷನ್ಸ್ ಫುಲ್‌ಫಿಲ್ ಮಾಡಬೇಕಾಗುತ್ತದೆ. ಕೆಲವು ಸನ್ನಿವೇಶಗಳಲ್ಲಿ ಬಸ್ಸುಗಳಿಗೆ ಬೇಕಾಗುವ ಚೇಸಿಸ್ ಸಿಕ್ವೆಡೇ ಇರುವುದರಿಂದ ಈಗ ಎಲ್ಲ ಕಡೆಗೆ ಒಮ್ಮೆಲೆ ಮಾಡಲು ಸಾಧ್ಯವಿಲ್ಲ.

ಶ್ರೀ ಸಿ. ಜಿ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ಮೈಸೂರು ವಿಭಾಗದಲ್ಲಿ ರೋಡ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ನವಕರರು ಬಹಳ ಅಪ್ರಾಪಾಣಿಕರಾಗಿದ್ದಾರೆಂಬ ಕಾರಣದಿಂದ ನಷ್ಟವಾಗುತ್ತದೆ ಎಂಬ ಭಾವನೆ ಬಂದಿದೆ. ಈ ರೀತಿ ವಿರ್‌ಪರೇಜ್‌ದಿಂದ ನಷ್ಟವಾಗುತ್ತಿದೆ ಎಂಬುದೇ ಮುಖ್ಯ ಕಾರಣವಾಗಿದೆ, ಅಲ್ಲವೇ ?

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್.—ವಿರ್‌ಪರೇಜ್‌ದಿಂದ ನಷ್ಟವಾಗುವುದು ಹಲವು ಕಾರಣಗಳಲ್ಲಿ ಒಂದು ಆಗಿದೆ. ಬಿ. ಟಿ. ಎಸ್. ಒಂದರಿಂದಲೇ ನಷ್ಟ ಹೆಚ್ಚಾಗಿದೆಯೆಂದು ಈ ಮಾನ್ಯ ಸಭೆಗೆ ನಾನು ಆಗಲೇ ಹೇಳಿದ್ದೇನೆ. ಬಾಕಿ ಎಲ್ಲಾ ಕಡೆ ರಾಧ ಸಂಪಾದನೆಯಾಗುತ್ತಿದೆ. ಹೋದ ವರ್ಷ 38 ಲಕ್ಷ ರೂಪಾಯಿ ರಾಧ ಬಂದಿದೆ. ಈಗ ವಿರ್‌ಪರೇಜ್‌ದಿಂದ ನಷ್ಟವಾಗುವುದು ಕಡಿಮೆಯಾಗುತ್ತಿದೆ. ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ ಮೇಲೆ ಆ ವಿಭಾಗದಲ್ಲಿ ಹಿಂದಿನ ಕೆಲಸಗಾರರನ್ನು ಸೇರಿಸಿಕೊಂಡಿರುತ್ತದೆ. ಅಂಥವರನ್ನು ಒಮ್ಮೆಲೆ ಕೆಲಸದಿಂದ ತೆಗೆಯುವುದು ಸಾಧ್ಯವಿಲ್ಲ. ಅಂಥವರು ಸ್ವಲ್ಪ ಮಟ್ಟಿಗೆ ಹಳೆಯ ಪ್ರಭಾವಕ್ಕೆ ಒಳಗಾಗಿ ವಿರ್‌ಪರೇಜ್‌ದಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದಾರೆ. ಅದೂ ನಹ ಈಗ ಕಡಿಮೆಯಾಗುತ್ತಿದೆ. ಬಿ. ಟಿ. ಎಸ್. ಒಂದನ್ನು ಬಿಟ್ಟರೆ ಬಾಕಿ ಎಲ್ಲಾ ಕಡೆ ರಾಧ ಬರುತ್ತಾ ಇದೆ.

Mr. SPEAKER.—May I know from the Hon'ble Minister if the accounts of State Road Transport Corporation are going to be presented early ?

Sri D. DEVARAJ URS.—They are being finalised and I am going to place the report.

Mr. SPEAKER.—Shall I take it that they will be presented early ?

Sri D. DEVARAJ URS.—Yes, Sir.

Mr. SPEAKER.—Then there will be full debate on it and I will give chances at that time.

Sri H. R. KESHAVA MURTHY.—One Supplementary, Sir. What is the dead mileage ?

Sri D. DEVARAJ URS.—In Hassan, it is 474 miles per day.

ಶ್ರೀ ವಾಲ ಟೆನ್‌ಪ್ಪ ಶಂಕರಪ್ಪ.—ಈಗ ಎಲ್ಲಾ ಕಡೆಗಳಲ್ಲೂ ಖಾಸಗೀ ಬಸ್ಸುಗಳನ್ನು ಒಡಿಸುವುದರಿಂದ ಹಾನಿಯುಂಟಾಗಿದೆ ಎಂಬುದು ತಮಗೆ ಗೊತ್ತಾಗಿದೆಯೇ ?

Mr. SPEAKER.—It is not a supplementary. The Hon'ble Member expresses his opinion. The Chair will give a chance for a Debate. So no more supplementaries.

### Appointment of Assistant Educational Officers in the State.

\* Q.—291. Sri K. P. REVANNA SIDDAPPA (Tiptur).—

Will the Government be pleased to state :—

(a) the number of Assistant Educational Officers appointed in the Education Department in the State ;

(b) when such appointments were made ;

(c) the places where they are working at present ;

(d) the expenditure that is being incurred per month in respect of each Office, since these officers have been appointed ;